

ORPHANS' DAY SET FOR NEXT THURSDAY

Automobile Club of Washington to Give Orphans a Day's Outing.

By WILLIAM ULEMAN.

The committee appointed by the Automobile Club of Washington to formulate plans for Orphans' Day has designated next Thursday, June 27, as the date when the club members will turn over their autos to the committee, that the little orphans of the city may enjoy a day of merrier riding about the city in handsome big touring cars, after which they will be taken to Glen Echo, where they can indulge to their hearts' content in the various forms of amusement at the popular resort that delights the more fortunate tots who have parents to provide for their entertainments.

Nearly enough cars have been promised for the occasion and Manager L. B. Schloss of the park has generously tendered the use of the grounds for the children to amuse themselves, while Mr. Schloss will render every assistance possible in helping to make the day a memorable one for the orphans.

Before going to Glen Echo the children will be given a ride through the city's main thoroughfares. The parade will start from the Municipal Building at 2 o'clock and those donating the use of their cars are requested to report to Marshal Rudolph Jones, at that point, not later than 1 o'clock that the committee may have ample time in which to gather the children from the various institutions and be back to make the start at 2 o'clock.

The cars are to be decorated and the little ones will be supplied with the national colors. The route will be out Pennsylvania Avenue and through Georgetown. The drivers of cars will be cautioned to avoid exposing the little guests to any danger from the desire to "speed" when the autos get started over the smooth roads.

While it is unlikely that any difficulty will be experienced in obtaining enough cars for the occasion, owners of cars desiring to assist in the success of the entertainment are requested to notify Rudolph Jones, in care of the Cook & Stoddard Company, or the automobile editors of any of the local newspapers. Orphans' Day originated with W. J. Morgan, a New York newspaper man, some eight years ago, who suggested the now annual event to the officers of the American Automobile Association.

The idea appealed to the automobile men and a general appeal was sent out to automobile clubs all over the United States, pointing out the great deed of kindness they could perform to the orphaned thousands of this country by designating a day annually when the children would be given a fine, big outing at some amusement resort, preceded and followed by an auto ride.

The plan was promptly adopted by the auto clubs in nearly every city of importance and has become one of the big events in the lives of the many fatherless and motherless little ones who are cared for and being reared and taught to grow up to be good men and women in the numerous institutions of this country for that purpose.

When in summing up the events of the season for which the Automobile Club of Washington is responsible, events that have afforded entertainment for its members, such as sociability runs, reliability runs, receptions and lawn parties—no one—no, not all of their events combined, will go the length in reflecting credit and bringing down blessings upon their heads as will this day's outing tendered to little boys and girls, with hearts that ache for a mother's good-night kiss.

Modern Indian Names.
The Indians still stick to their common way of naming children, but the delicate influences of civilized society are having their effect. Else how can one account for such a name as "Vivian Straightleg," "Hazel Notafraid," and "Olive Weakbone." "Lemuel Packhorse" is another, but "Little Dance" and "Red Leaf" have a genuine Indian sound, suggesting features and build, but no "fuss."

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WHEN THE NATIONALS RETURNED FROM THE WEST.



On their return from their triumphal Western trip the players were met at the depot by Billy Barnhart with a string of Everitt automobiles. On this day, Chick Gandil, seated in the rear, was the center of attention.

AUTOMOBILE NEWS AND GOSSIP

Continued from Page Ten.

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MOTORCYCLES

By GEORGE FITCH,
Author of "At Good Old Siwash."

A motorcycle is a bicycle with a pandemonium attachment, and is designed for the special use of mechanical geniuses, daredevils, and lunatics.

The motorcycle is equipped with a motor small enough to be put in a large pocket and loud enough to fill a room, and is connected with the rear wheel of the bicycle, and when it is in the mood, will revolve the wheel with tremendous speed, thus causing the bicycle to proceed from hither to yon over buggies, pedestrians, fences, and small outbuildings.

A motorcycle is really a miniature automobile with full sized engine, small and dirt output. It is not started by cranking, but by pedaling the whole machine along the road until the motor emerges from its coma and gets on the job. An auctioneer will carry as its radiator the coveted number "one."

"Wherever one may travel there he will find an increasing number of women who are driving their own cars," says President John N. Willys, of the Willys-Overland Company. "The present-day motor car has become so simplified and handled so easily that a woman can manage a gas car as readily as a man."

"The motor car has accomplished wonders for womanhood. It has probably done more for the housewife and her children than for any other class of tourists. The automobile has taken her out of doors and away from her household cares. It has afforded her exercise, pure air and sunshine that would not be secured if not for the automobile."

"Especially has the farmer's wife been benefited by the advent of the motor car. Government reports say that the motor car has caused a large diminution of insanity among farmers' wives, who, before the use of the motor car, the farm were isolated to such a degree that insanity among this class was far greater than among any other class of women."

"The motor car has been a great boon to the vast farming districts, and has made it possible for the farm women to attend church, visit distant